

NAVY'S HARBOR AT ITS OLD TRICKS

Initiates the Porter Into the Dishonorable Order of Blunderers.

TORPEDO BOAT CRASHES.

Uncle Sam's Fastest Craft Rams the Long Dock, Seriously Damaging Her Hull.

STEM BENT AND PLATES BROKEN.

The Boat Was Just About to Start for Newport, but It's the Old Story, "Hung Up for Repairs."

Another serious accident has been added to the already long list of mishaps that have overtaken the vessels of the United States Navy during the last year. "This time the torpedo boat Porter, or the "flyer of the navy," as the little vessel is called, has suffered. She has received injuries to the hull and forward compartments that are so serious she will be tied up to the dock at the Navy Yard for a long time.

The accident occurred late Saturday afternoon as the boat was entering the channel of the Navy Yard on her return from the coal docks at Communipaw, where she had been to take coal prior to starting for the torpedo station at Newport. The tide was running swift.

The Porter was in charge of Ensign Gregory C. Davison. She was under a head of steam, and both engines were working. Her head was turned toward the long dock. As she swung around to the dock the bow of the vessel struck the side of the big pile that support the dock and tearing out a large piece of timber that is bolted to the piles to strengthen the dock.

The boat rebounded and the engines were stopped, but not until after she had struck the dock again. The stem on which the plates are riveted was badly bent, and the plates on the bow just above the water line were bent and broken. These plates are but one-tenth of an inch in thickness. It could not be learned how seriously the inner compartments or the machinery were damaged.

The Porter was taken to the cob dock side of the yard and moored alongside of the cruiser Atlanta, which is awaiting repairs there. No one was allowed on board the vessel, and the officers refused to discuss the matter, with the exception to say that the injuries sustained would not amount to much.

Lieutenant John C. Fremont, who is in command of the vessel, was not on board when the accident occurred. Past Assistant Engineer Oscar W. Koester, who is attached to the vessel, was in the engine room.

The Porter is the last of the new vessels to be put into commission. She is not only the newest of the torpedo boats at present in the service, but is the only one of that type and is the fastest boat that floats. On her official trip recently she made an average of thirty-two knots an hour on the Potomac River. She was built by the Herreshoffs at Bristol, R. I. She has twin screws that are driven with triple expansion engines, fitted with quadruple expansion cylinders, and is propelled by four four-tube tubes placed on the deck and four rapid fire guns.

Besides being repaired, the Porter is to be fitted with improvements to her boilers, which have not worked satisfactorily.

A court of inquiry will be ordered to investigate the cause of the accident, and also to place the responsibility for them.

QUIET DAY IN WHEAT.

Little Foreign Interest Was Shown on Either Side of the Market.

On Change, Monday, May 3. Following are the day's cash prices for staple commodities:

Wheat, No. 2 hard, 90¢; No. 2 mixed, 89¢; No. 3 mixed, 88¢; No. 4 mixed, 87¢; No. 5 mixed, 86¢; No. 6 mixed, 85¢; No. 7 mixed, 84¢; No. 8 mixed, 83¢; No. 9 mixed, 82¢; No. 10 mixed, 81¢; No. 11 mixed, 80¢; No. 12 mixed, 79¢; No. 13 mixed, 78¢; No. 14 mixed, 77¢; No. 15 mixed, 76¢; No. 16 mixed, 75¢; No. 17 mixed, 74¢; No. 18 mixed, 73¢; No. 19 mixed, 72¢; No. 20 mixed, 71¢; No. 21 mixed, 70¢; No. 22 mixed, 69¢; No. 23 mixed, 68¢; No. 24 mixed, 67¢; No. 25 mixed, 66¢; No. 26 mixed, 65¢; No. 27 mixed, 64¢; No. 28 mixed, 63¢; No. 29 mixed, 62¢; No. 30 mixed, 61¢; No. 31 mixed, 60¢; No. 32 mixed, 59¢; No. 33 mixed, 58¢; No. 34 mixed, 57¢; No. 35 mixed, 56¢; No. 36 mixed, 55¢; No. 37 mixed, 54¢; No. 38 mixed, 53¢; No. 39 mixed, 52¢; No. 40 mixed, 51¢; No. 41 mixed, 50¢; No. 42 mixed, 49¢; No. 43 mixed, 48¢; No. 44 mixed, 47¢; No. 45 mixed, 46¢; No. 46 mixed, 45¢; No. 47 mixed, 44¢; No. 48 mixed, 43¢; No. 49 mixed, 42¢; No. 50 mixed, 41¢; No. 51 mixed, 40¢; No. 52 mixed, 39¢; No. 53 mixed, 38¢; 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No. 850 mixed, 0¢; No. 851 mixed, 0¢; No. 852 mixed, 0¢; No. 853 mixed, 0¢; No. 854 mixed, 0¢; No. 855 mixed, 0¢; No. 856 mixed, 0¢; No. 857 mixed, 0¢; No. 858 mixed, 0¢; No. 859 mixed, 0¢; No. 860 mixed, 0¢; No. 861 mixed, 0¢; No. 862 mixed, 0¢; No. 863 mixed, 0¢; No. 864 mixed, 0¢; No. 865 mixed, 0¢; No. 866 mixed, 0¢; No. 867 mixed, 0¢; No. 868 mixed, 0¢; No. 869 mixed, 0¢; No. 870 mixed, 0¢; No. 871 mixed, 0¢; No. 872 mixed, 0¢; No. 873 mixed, 0¢; No. 874 mixed, 0¢; No. 875 mixed, 0¢; No. 876 mixed, 0¢; No. 877 mixed, 0¢; No. 878 mixed, 0¢; No. 879 mixed, 0¢; No. 880 mixed, 0¢; No. 881 mixed, 0¢; No. 882 mixed, 0¢; No. 883 mixed, 0¢; No. 884 mixed, 0¢; No. 885 mixed, 0¢; No. 886 mixed, 0¢; No. 887 mixed, 0¢; No. 888 mixed, 0¢; No. 889 mixed, 0¢; No. 890 mixed, 0¢; No. 891 mixed, 0¢; No. 892 mixed, 0¢; No. 893 mixed, 0¢; No. 894 mixed, 0¢; No. 895 mixed, 0¢; No. 896 mixed, 0¢; No. 897 mixed, 0¢; No. 898 mixed, 0¢; No. 899 mixed, 0¢; No. 900 mixed, 0¢; No. 901 mixed, 0¢; No. 902 mixed, 0¢; No. 903 mixed, 0¢; No. 904 mixed, 0¢; No. 905 mixed, 0¢; No. 906 mixed, 0¢; No. 907 mixed, 0¢; No. 908 mixed, 0¢; No. 909 mixed, 0¢; No. 910 mixed, 0¢; No. 911 mixed, 0¢; No. 912 mixed, 0¢; No. 913 mixed, 0¢; No. 914 mixed, 0¢; No.